

EAA CHAPTER 1128

Two Harbors Helgeson Airport

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We're riding the spring temperature roller coaster at the lake tonight. It was 80 today, low 30s a couple of days ago and 40 forecast later this week. The good thing is, you never see a mosquito when it's in the 40s.

I am pleased to announce our first in person chapter meeting in fifteen months! We will get together at **Hangar #40** on **Thursday, June 3**. We have moved the time up a half hour to hopefully avoid insect swarms. The board will meet at **5:30** and the general meeting will convene at **6:00**. Hangar #40 is in the new row at the far west end of the airport and since Seth is the tenant drinks and snacks will be available. All those vaccinated will be wearing smiles, others may wish to wear masks but we will be out in the open air.

Chapter History

The new millennium didn't crash computers as some had feared and turned out to be a lot like the old millennium. In **News50** we reviewed our Christmas party fun and began planning a chili feed fly-in for May. I mentioned my upcoming trip to Florida with the Superior Dragonflyers. **News51** was three pages long because I had to describe said trip in living technicolor. We also determined the volunteer duties for the May fly-in. **News52** said Bruce Jessen brought in the instrument panel from his Challenger project for the members to check out and Matt Ferrari told tales of his bold command of the Boeing 727. **News53** reminded me what a big deal our chili-hot-dog-buns-baked goods fly-in was. Bonnie was not only the chef, she was the driving force behind the event. **News54** of course was a celebration of its success. George told us Loren Coolidge had made a successful forced landing with his Pup. We congratulated Chapter 272 on flying over 200 Young Eagles the previous weekend. **News55** said our last meeting was a cookout so little chapter business was accomplished. Bill was starting to mate ribs with spars on the Pietenpol and Bruce had made the first flight of his Challenger. Tales of a Tug Pilot vol.IV took up an extra page. **News56** Dan made up a design for chapter hats and patches and we ordered two dozen hats and 50 patches. (I still have mine.) We reviewed the big pancake fly-in and I extolled readers to go to Oshkosh, "If you're an aviation enthusiast who's never been to Oshkosh, you're an astronomer who's never seen a telescope." **News57** was mostly prose. Walt Anderson and I had slipped out of the meeting for a quick evening flight. After a couple of laps over the field Bruce joined us in his Challenger and we flew three abreast, what a sight! I filled another page with flowery descriptions of Oshkosh 2000. **News58** Dan Anderson said he ordered EAA calendars, Dan and Diane Murphy were working on T-shirt vendors and told us about the Sport Aviation Association. SAA was a move by Paul Poberezny to bring his massive organization back to the small experimenters he started out to serve. That eventually evolved into the FAA's Sport Pilot Rule and Light Sport Aircraft standards which in turn spawned more massive growth. The letter concludes with Tales of a Tug Pilot Vol.5. In **News59** Bill asked for help on the Pietenpol, he had been the lone ranger for a while. Chuck Bosshart told his story of powered parachutes and strong winds. Tales of a Tug Pilot vol.6 described an incident that became a teaching moment. **News60** announced the next meeting at Dick's Christmas Symposium. Bill said he had all the ribs varnished for the Piet. Dan Anderson was excited for his upcoming trip to Oshkosh to experience the mighty B-17.

Year Zero turned out to be a very good year for a young chapter, we promoted local aviation, we supported our airport and we made some new friends, hooray!

ETC.

I have been enjoying my trip through the archives to bring you this history. It reminds me how fine this trip has been but it was only intended as a fill in when regular meetings ceased. Next month I will report on our June meeting and history may slip down the priority list. Let me know what you want to see in your newsletter and I will do my best to deliver.

Mike has been helping Bud with the wing tips for his Sonex project. Being the composite wizard Mike always gets the call when it comes down to a plastic cup and a paint brush. He built a whole airplane that way and it was a beauty. I have been fussing with details on my project and I am finally ready to begin the total fabric replacement. I wish it was as easy to do as it is to say. The chrysalis will shed her cocoon and emerge a brilliant butterfly. (In my dreams!) Jim Hayes' hangar is still empty but I see him and Doug out there all the time. I'm sure his Cherokee will be home soon.

If you have ever considered serving on the Two Harbors Airport Commission, now would be a good time to apply. I'm aging out and Seth could use a break so there will be openings.

My flying season is off to a great start. For the many years I flew exclusively ultralight I limited myself to calm mornings and evenings but Miss Chaos is definitely not an ultralight. Our weather options are wide open. We have enjoyed 22 delightful dances so far this year and we're just getting started. If I was driving Wichita iron the avgas bills would be killing my budget but a typical afternoon jaunt with my girl only burns a couple of gallons of premium auto fuel and even a fixed-income senior citizen can afford that. Getting slapped around on a gusty afternoon is not as relaxing as floating on butter smooth air but it keeps my skills sharp and any escape from the cold hard ground lifts my spirits. On a recent flight the thermals were strong and well spaced so we would be ascending at 700 feet per minute for a bit then descending at 700 fpm. Even out over the big lake the air was tumbling from north winds spilling over the ridges. With no flight plan filed or even considered I just take whatever the air offers, sometimes heavy on the seat and sometimes straining my shoulder straps. Since thermal activity can't be seen it is extremely instructive to ride the shifting tides and develop a mental picture of this fluid medium. Gusty crosswind landings sometimes feel like a bull ride at the rodeo but Miss Chaos and I are so well attuned she seems to know how to compensate before I do. We have been building this relationship for 19 years and she has never let me down. I hope to be flying my new creation before the end of the year but Miss Chaos will always be my best girl.

I hope you find yourself exploring this invisible wonderland in the arms of a willing partner soon and as always.....

.....Happy Landings!.....